

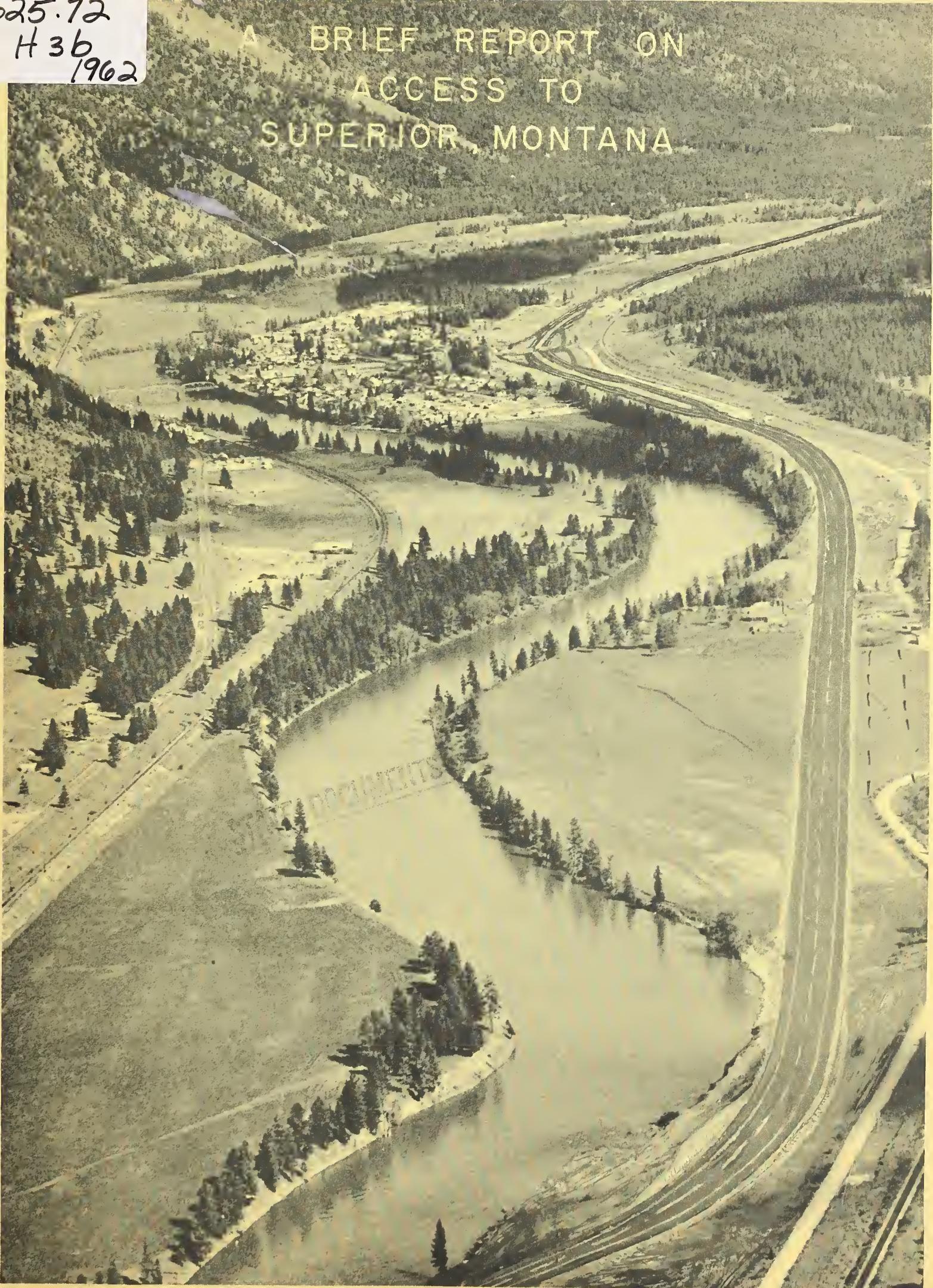
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BRIEF REPORT ON
ACCESS TO
SUPERIOR, MONTANA



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INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

TO: Mr. Roy L. Sorrells, Chairman, State Highway Commission

THROUGH: Fred Quinnell, Jr., State Highway Engineer

April 17, 1962

THROUGH: Don B. DeVore, Technical Engineer *DBD*

FROM: Maurice RiChey, Traffic Engineer

SUBJECT: BRIEF REPORT ON ACCESS PROBLEMS AT SUPERIOR, MONTANA.

In compliance with your instructions we are submitting herewith a report on the access aspects of Interstate construction adjacent to Superior, Montana.

We have briefly analyzed the "Request" presented by the Superior delegation to the Montana Highway Commission in March. The "Superior Request" was broken into its component parts and the data applying to each question follows.

It is our conclusion, after review of the construction costs of the various interchange proposals and the traffic volumes involved, that expenditure of additional public funds could not be justified. The construction of half-diamond interchanges at either the east or west junction of the old highway and I 90 does not appear to be economically feasible. Rough preliminary drawings and estimates have been prepared for three possible interchange locations.

The major portion of the City of Superior is located south of the Clark Fork. Our planning review indicated that the present interchange is so located to serve the majority of the inhabitants of the City, the major industry of the community and the political center of the area with ease, convenience and safety.

MR:gh
Enclosure

Maurice RiChey
Avoid Verbal Instructions

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I

This report is the result of an investigation into the highway access problems of Superior, Montana. The intent of this report is to present facts and figures.

Superior was bypassed with the construction of Interstate 90. Access was provided by a diamond type interchange located on the south edge of town (see maps, exhibit "A" and "B",).

The Superior Retail Merchants Association has requested that former U.S. 10 be given access to Interstate 90 at both ends of town.

Studies have been made of two different half diamond interchanges west of Superior and one half diamond interchange east of Superior. Road user costs and construction cost estimates are included in this report.

II

A. Previous request for access from west answered.

AS QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"The Superior Retail Merchants have requested another interview with the State Highway Commission because we have not received an answer to our request that the road known as Highway No. 10 be given access to Interstate 90 west of the Town of Superior, Montana, near Green's Ranch."

We refer you to the attached letters, Exhibits "C", "D", and "E". Mr. Castles wrote the Commission on April 27, 1961.. His letter was answered on May 22, 1961 and May 23, 1961, by the Traffic Engineer.

B. Economic Problems

AS QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"We definitely feel that we are being discriminated against because we are the only town west of Deer Lodge on a controlled access highway. All the merchants in the Town of Superior on the former Highway No. 10 have shown a loss in their gross receipts for the year 1961. The losses ranged from 9% to being put out of business.

The businesses that have had to close are: The Evening Star Motel, the Chevron service station and garage, the Texaco service station and the Dairy Queen.

Here are some of the other losses: a combination service station and garage lost one third of its gross profits from 1960 to 1961, a motel, still in business, lost 13% of its business during the same period, the drug store was down 10%, and a bar down \$3,000.00. In addition, Mr. Daniels showed a

50% loss, Mr. Plank's motel was down 33%, one of the restaurants showed a \$4,000.00 loss, another 36% of its gross business. The local automobile dealer was down 40% from 1960 to 1961. If you would like to check these statements, these merchants would be happy to have your representative check their profit and loss statements. This is a considerable loss of our Town."

The Alberton East and West Project, bypassing that town, is tentatively programmed for letting in June 1962. Drummond is programmed for October 1963 and Bonner-West is programmed for February 1963. The jobs all bypass the towns named in the project title.

The total wages paid by the State and by Contractors directly connected with the Superior job was \$440,258.99. A good share of this must have been spent in Superior for food, lodging and gasoline as many of the workers were from towns some distance from Superior. The peak of wages paid was in March 1960 thru October 1960 (\$305,361.06). The end of this minor business boom would be felt by businesses dealing in the aforementioned services. See graph exhibit "F". See also letter exhibit "G".

The First State Bank of Mineral County opened in July 1960. (See graph exhibit "H").

REPORT ON GASOLINE SALES AT SUPERIOR, MONTANA

It is generally assumed that gasoline sales represent a good indicator of business activity in a community, as affected by highway traffic. In the attempt to evaluate the economic effect on the city of Superior of the new location for Interstate Route 90, the major oil companies were requested to report service station sales of gasoline for the years of 1959, 1960, 1961 and as much as possible of 1962. Since construction started in March 1960, the year of 1959 would represent a base period for comparison purposes.

Figures were obtained from three companies. All of these companies had an outlet on the old highway and they also constructed new stations along the approach to Superior connecting with the interchange on the new highway. Two companies closed their stations on the old highway; the third company kept both the old and new stations.

The gasoline sales for the years 1959, 1960 and 1961 are shown below. Since the information is considered confidential, the companies are identified by the symbols A, B, and C instead of true names.

COMPARISON OF GASOLINE SALES

<u>COMPANY "A"</u>	<u>1959</u>	<u>1960</u>	<u>1961</u>
	Gallons	Gallons	Gallons
Old location	64,727	91,652	24,986
New location	- - -	- - -	39,365
Both locations	64,727	91,652	64,351

COMPANY "B"

	<u>1959</u>	<u>1960</u>	<u>1961</u>
Old location	182,874	175,403	58,293
New location	- - -	- - -	77,588
Both locations	182,874	175,403	135,881

COMPANY "C"

Old location	116,295	104,173	69,685
New location	- - -	71,277	107,664
Both locations	116,295	175,450	177,349

ALL COMPANIES

Old location	363,896	371,228	152,964
New location	- - -	71,277	224,617
Both locations	363,896	442,505	377,581

The following observations are made in connection with these figures:

1. The figures show a large increase in sales in 1960 as compared with 1959. This increase is believed to be attributable largely to the increased business activity generated by the new highway construction. During the peak of activity in 1960, as much as \$65,000 per month was being paid to workers connected with the highway construction. This payroll would be reflected in increased gasoline sales as well as other business activity in the city.
2. Although highway construction activity continued during 1961, it was on a much smaller scale. The gasoline sales show a substantial drop during 1961 as compared with 1960; however, the sales were still about 3% above similar figures for 1959.
3. Highway construction activity was pretty well closed down during the first three months of 1962, so this factor would be eliminated in the comparison of 1962 sales with those of 1959. Only one company reported sales by months, and this comparison showed sales of 6,387 gallons during the first three months of 1959 and 6,550 gallons during the first three months of 1961.

In summary, it is evident that overall sales by all three companies increased substantially during the peak construction of 1960 and continued to hold up during 1961 above the 1959 period. Analysis of sales by individual companies shows that Company "A" had about equal sales in 1961 as compared with 1959. Company "B" had much lower gallonage in 1961 as compared with 1959. Company "C" had an increase in sales in 1961 above the 1959 figure that more than offset the loss of Company "B".

In addition to the figures reported above, there were two other outlets not accounted for in the report of gasoline sales. One establishment had two pumps in connection with a bulk plant operation. The pumps were closed, but the bulk plant continues in operation.

Another combination garage, propane plant and trailer court continues in operation along the old highway, but no figures were reported for this outlet.

C. Real estate owned by Highway

AS QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"On March 3, 1962, the County Assessor's records showed private ownership in Mineral County as 14.88% of the total area. The breakdown in total ownership in Mineral County is as follows:

U. S. Forest Service	82.39%
State Owned land	2.39%
Public Domain	.40%
Private Ownership (Mineral County Tax Roll)	14.08%

The State Highway Commission owns three houses in the town and are renting these houses. They are the former Bemis house, the Reslip house and the former Mike Viche house. The above named properties are not on the County tax rolls. The Bemis house has never been offered for bids, but to our knowledge has been consistently rented locally. We firmly believe all lands not used and outside of the right-of-way fence should be sold and put back on the tax rolls."

Memorandum from Mr. Chittim, Right of Way Engineer to Traffic Engineer April 3, 1962:

"The Right of Way Division has three houses in Superior; they are called the Bemis house, Viche house and the Reslip house.

The Bemis house has never been offered for sale because it was felt that if the Department tried to sell before the highway has been constructed we would not receive the fair market value for said property as this house can be left in place and the entire unit sold in one package. The District is now preparing the necessary papers so that we can sell it in the very near future.

The Reslip and Viche houses have been offered for sale on three different occasions and we have been unable to secure a satisfactory bid. These houses are also going to be offered for sale again at the same time as the Bemis house is sold. However, these two houses must be removed from the highway property.

D. Access to sawtimber north of Superior

AS QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"There are 51,624,000 board feet of sawtimber in the Pardee Creek drainage, 101,515,000 board feet of sawtimber in the Flat Creek drainage, and 75,522,000 board feet of sawtimber in the Johnson Creek drainage making a total of 228,661,000 board feet of sawtimber plus 18,383,000 cubic feet of poletimber, the majority of which is located near the place where the former Highway No. 10 is closed from access to Interstate 90. It is extremely difficult for logging trucks to cross the bridge from the North

side of Superior to gain access to the interchange. This bridge is inadequate for heavy loads and the Milwaukee overpass is too low."

"This statement is true also for trucks and van servicing the Town of Superior. Some of the large trucking companies haul their goods to Missoula and transfer it to smaller trucks so that it can be brought into the Town of Superior over the present interchange. Many large haulers come in at the east entrance to Superior and go out the same way because they find the bridge impossible and the interchange very hazardous. We are in a very difficult position because the freight service on the railroads is very poor and irregular."

The Milwaukee Underpass has 30' horizontal and 13'-6" vertical clearance. The bridge over the Clark Fork River on River Street has a 14'-1" vertical clearance and an 18' horizontal clearance. There is no posted load limit.

Prior to construction of Interstate 90 trucks servicing the Diamond Match Co. and the N.P.Railroad in Superior had to cross the Clark Fork River on the existing bridge and travel thru the C.M.St.P.& P. Railroad underpass.

A traffic count on April 3 and 4, 1962 indicated no large combination trucks using the present at-grade intersection east of Superior. However, 8 combination trucks used the interchange facility and entered or left Superior on River Street.

E. At-Grade approaches prohibited.

AS QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"According to the official transcript of the PUBLIC HEARING CONCERNING STATE HIGHWAY MATTERS IN THE TOWN OF SUPERIOR, COUNTY OF MINERAL, STATE OF MONTANA, Page 3, paragraph one in the middle of the page, and we quote "When the design hourly volume of 1975 is less than 500, we can allow some at grade approachces and "We use separations in the event that traffic has to go across the Interstate and there isn't enough traffic to warrant access."

As quoted from Geometric Design Standards for the National System of Interstate and Defense-Highways 1956:

Control of Access

"On all sections of the Interstate System, access shall be controlled by acquiring access rights outright prior to construction or by the construction of frontage roads, or both. Control of access is required for all sections of the Interstate System. Under all of the following conditions, intersections at grade may be permitted in sparsely settled rural areas which are a sufficient distance from municipalities or other traffic-generating areas to be outside their influence, and where no appreciable hazard is created thereby.

(a) The Interstate Highway is a two-lane highway having a DHV (1975) of less than 500.

(b) Each intersection at grade is with a public road or private driveway with little potential for traffic increase and on which the current average daily traffic does not exceed 50 vehicles."

We have reviewed the verbatim records of the Superior hearing. Mr. Arthur Quinnell is correctly quoted. By inadvertance he omitted paragraph (b) as shown above. The estimated DHV 1975 for the Superior project is 525 vph. This traffic estimate eliminates any at grade approaches on the project.

F. East entrance

AS QUOTED FROM "REQUESTS" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION MARCH 27, 1962:

"We are extremely grateful to the Governor's office for keeping the East entrance open because the Highway Department employees were planning to close off this entrance to our town."

As quoted from memo. to Interstate Engineer from Location Engineer, April 30, 1958, Subject: I 254(6), Superior-E. & W. "Since the DHV on the entire project is larger than 500, no at-grade approaches will be allowed."

Quoted from I-IG 90-1(8)50, Superior-East, preliminary Planning Directive: "As the estimated 1975 DHV through this section is approximately 500, no at-grade approaches will be permitted."

Quoted from I-IG 90-1(8)50, Superior-E. (50-60) Preliminary Plan-in-Hand Report: "The cattle guards in place left and right at Station 356 \pm can be reused at the Louzeau Interchange." (The present at-grade intersection is at Station 356 \pm .)

Project I-IG 90-1(8)50, Superior-East, connects to the eastern terminus of the present Superior project. Planning for this job calls for elimination of the at-grade approach east of Superior. Then former U. S. No. 10 will be left in place from Superior to the east with access to Interstate 90 at the Louzeau Interchange approximately 8 miles east of Superior.

The present average daily traffic on the at-grade intersection east of Superior is 105 vehicles. This at-grade intersection is not on permanent Interstate construction. By Interstate Standards this approach must be removed when the next section to the east is constructed.

G. Traffic pattern

QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"However, we should like to have those interested in coming into our town have the facilities so they could leave it without the unnecessary bother of finding the Interchange which is on the other side of town as well as across the river. A direct flow of traffic would certainly help the town's economy as well as making it pleasant for the visitors. Certainly all those

concerned with industry and trucking would be very grateful. The businessmen state they would have much more tourist business staying overnight, if the tourists could leave town by going directly west instead of having to backtrack through town and try to find the Interchange. Many tourists have gone west after eating and gassing up and then have come back looking wildly for a way to get back on Interstate 90."

A two day traffic count conducted on April 3, and 4, 1962 indicated a total of four out-of-state vehicles using the at-grade intersection east of Superior to enter town. No out-of-state vehicles left town by this route.

Whereas, at the present interchange, sixty-two out of state vehicles (excluding large combination trucks) used the River Street entrance to Superior. Fifteen of these left Superior from River Street to go west on the Interstate and fourteen entered River Street from the east through the Interchange.

This two day traffic count may not be representative of total volumes during the tourist season.

Trail blazer type of signing will be initiated to lead from the business district to the Interstate Interchange. Immediately, any existing misleading signs on former U. S. 10 will be removed.

H. Summary of Letter

AS QUOTED FROM "REQUEST" PRESENTED BY SUPERIOR DELEGATION TO THE STATE HIGHWAY COMMISSION, MARCH 27, 1962:

"The Superior Retail Merchants Association would appreciate the State Highway Commission's consideration and investigation in giving the Town of Superior access from Highway No. 10 to Interstate 90, west of Superior, near where the former underpass was located. We feel that the State Highway Commission is in a position to make the decision to open the access road and thereby correct the inequalities and injustices which Superior has endured since the Interstate 90 was opened."

Apparently the "Request" presented to the State Highway Commission by the Superior Delegation does not represent the opinion of all the people of Superior as evidenced by Exhibit "G".

III

A. Road users costs.

A "Road Users Cost Analysis" indicates that the Interstate Route in its present form is the most economical route of travel through and into Superior.

For example, if proposed Interchange at "W", west of Superior, were constructed (See Exhibit "B") it is estimated that in 1975, forty vehicles per hour would use this route to get into or out of Superior. (See Exhibit "I"). The cost to this traffic to get from Point "A" to Point "B" via former U. S. 10 would be \$41,887.00 annually. This cost to the same traffic utilizing the present Interchange would be \$38,437.00 annually, a saving of \$3,450.00 each year.

If the proposed Interchange at "Z" were constructed east of Superior (See Exhibit "B"), it is estimated that forty vehicles per hour would utilize it in 1975. The road user cost to travel this route, from Point "C" to Point "B", would be \$32,995.00 annually. If the same traffic were to use the present Interchange the cost would be \$28,517.00 annually, or a saving of \$4,478.00 each year.

B. Construction cost estimates.

Estimated cost of constructing a half diamond interchange ("X") utilizing the Charette underpass west of Superior is \$1,178,000.00. The cost of this facility seems prohibitive. The Clarks Fork River near Superior has a design 50-year frequency flood of 60,000 c.f.s. It is probable to channel change the river to facilitate the construction of a new interchange in the proximity of Station 75+00 \pm but several factors become involved.

1. Ramp "X₂" grade becomes quite low so there will be only about 3 ft. freeboard above the water surface of the design flood. Proposed east bound off-ramp goes under the Interstate.
2. Considerable excavation need to be taken on the south shore of the river to relieve the river from the encroachment on the north bank. Since a 260 ft. bottom width is needed, using information available, it appears probable that the taking of R/W and the excavation on the south bank seems quite costly and might even involve the taking of the two farms in the area.

To design this more thoroughly, more field data is needed.

Additional rip-rap would be needed along the south bank, as well as the north bank, along the length of the channel change. Additional right of way would be required for the channel change from two ranches on the south side of the river.

The right of way taking would be at least 120 feet back of present south bank of river.

A half diamond interchange ("W") located at approximately station 105+00 on the existing Interstate would cost an estimated \$243,500.00.

Construction of a half diamond Interchange ("Z") utilizing the present underpass east of Superior would cost an estimated \$216,500.00.

C. Cost analysis

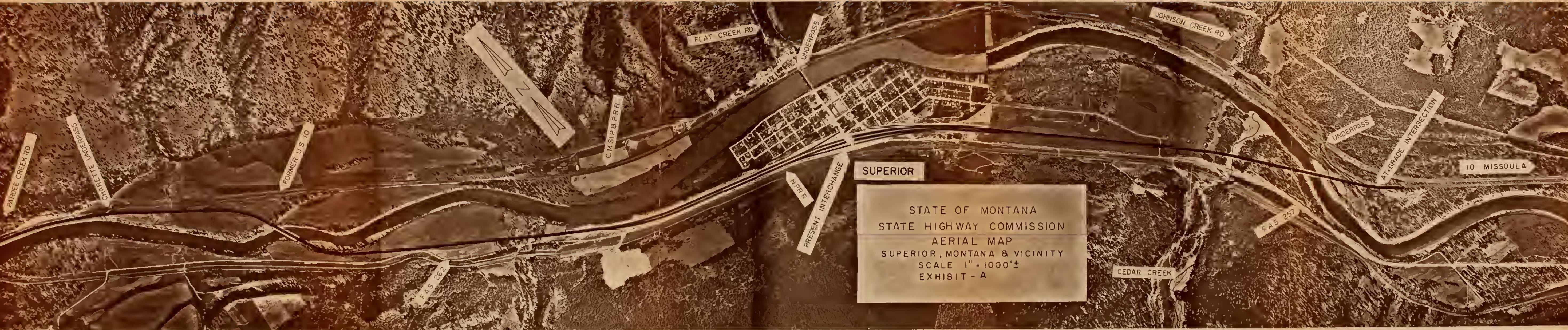
Cost of constructing, traveling and maintaining additional access to Superior.

1	2	3	4	5	6	7
Route	Construction Cost. Est.	Annual Cost (Amortized 30 years)	Additional Annual Road Users Costs	Additional Annual Maint. Cost	Total Cost= Col's. 3 - 4 - 5	30 year Total
"W" West Interchange	\$243,500.00	\$8,116.00	\$3,450.00	\$5,027.00	\$16,593.00	\$497,790.00
"Z" East Interchange	\$216,500.00	\$7,216.00	\$4,478.00	\$4,197.00	\$15,891.00	\$476,730.00
				TOTALS	\$32,484.00	\$974,520.00

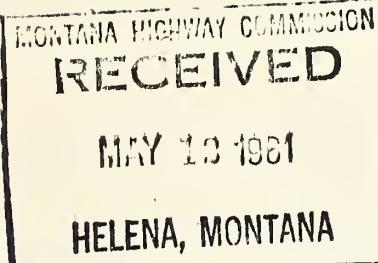
These costs are additional costs to taxpayers which might be called a "hidden tax", to road users over and above the cost of the existing Interstate facility.

There are also intangible benefits derived by traveling Interstate 90 rather than former U.S. 10. Some of these are:

1. Reduced accident hazards.
2. Better access to County Court House and Schools.
3. Better access to Diamond Match Co., (a major industry for Superior).
4. Better access to the majority of Superior.







April 27, 1961
Superior, Montana

Mr. Fred Quinnell, Jr.
State Highway Engineer
State of Montana
Helena, Montana

RE: Charette Underpass
Superior, Montana
Ref; your letter FQ-8
August 29, 1960.

Dear Mr. Quinnell:

This letter is written in the name of the Superior Retail Merchants Association of Superior, Montana.

It is the desire of this organization to call to your attention the letters and petition from Mr. Otis Daniel of Superior, Montana protesting the closing of the Charette Underpass west of Superior. Letters and petition were received by your office in August 1960.

Our organization which represents every business concern in Superior wishes to go on record of this protest and request the Charette Underpass on Highway U. S. 90 remain open for traffic entering and leaving Superior from the west end of the new road. Not only would this road be an asset to our community, it would help the traffic problem at the enter-change coming into our town.

We wish to point out in your plan and new construction of the Highway an excess road on the east end of Superior has been authorized to remain open, which we approve off, but we feel this plan can and should be worked out for the west end road.

We the Superior Retail Merchants Association hope you will consider our situation and endeavor to modify construction to leave the Charette Underpass road open to Superior.

Thank you for your cooperation in this matter.

Yours very truly,

Thomas B. Castles

THOMAS B. CASTLES
Secretary
Superior Retail Merchants Association

EXHIBIT "C"

For reply > 4 traffic

F.I.C.

STATE OF MONTANA

TIM BABCOCK, GOVERNOR

FRED QUINNELL, JR.
STATE HIGHWAY ENGINEER

COMMISSIONERS

ROY L. SORRELLS, CHAIRMAN
BILLINGS
S. N. HALVORSON, VICE-CHAIRMAN
KALISPELL
OTIS S. WATERS, MEMBER
RICHÉY
GEORGE M. GOSMAN, MEMBER
DILLON
TED JAMES, MEMBER
GREAT FALLS
JOHN D. WHEELER, SECRETARY
HELENA

HIGHWAY COMMISSIONSTATE HIGHWAY DEPARTMENT
HELENA, MONTANA

May 22, 1961

IN REPLY REFER TO:

TE:MR

Mr. Thomas B. Castles, Secretary
Superior Retail Merchants Association
Superior, Montana

Re: I 90-1(6)43
Charette Underpass.

Dear Mr. Castles:

This is in answer to your letter of April 27, 1961, regarding access to I-90 at the Charette underpass. You have referred to a letter and petitions from Mr. Daniel. Please be advised that on August 29, 1960, Mr. Quinnell wrote directly to Mr. Daniel on this matter.

We have reviewed your proposal with the Bureau of Public Roads regarding construction of an interchange at the Charette underpass and it is physically impractical to construct an interchange and place a ramp between the highway and the railroad, a distance of approximately 50 feet, or between the highway and the river, a distance that varies from 160 feet to 120 feet. In other words, the distance between the Chicago, Milwaukee, St. Paul and Pacific Railroad and the river does not permit construction both of a highway and an interchange at the location.

We would also like to point out that the existing at-grade approach will have to be removed because the height of the grade line on the Interstate requires that the fill extend into and underneath the railroad at the Charette underpass.

We note your comment regarding the connection to the present US 10 at the eastern end of the project. We must advise you that this connection is beyond the formal end of the Interstate construction and is not a permanent connection and that at some future date it will be terminated or re-routed to a point further east.

We regret we are unable to meet your request but the existing project is under agreement with the Bureau of Public Roads and does provide for an additional interchange at the Charette underpass.

If you would care for an informal meeting on the matter, please contact our District Engineer, Mr. Ostenson in Missoula.

Very truly yours,

FRED QUINNELL, JR.
State Highway Engineer

MR:sm
cc: Ostenson

By

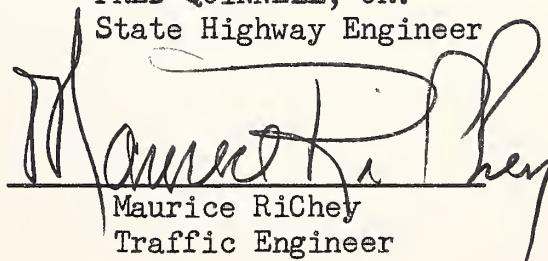

Maurice Richey
Traffic Engineer

EXHIBIT "D"

STATE OF MONTANA

TIM BABCOCK, GOVERNOR



COMMISSIONERS

ROY L. SORRELLS, CHAIRMAN
BILLINGS
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KALISPELL
OTIS S. WATERS, MEMBER
RICHÉY
GEORGE M. GOSMAN, MEMBER
DILLON
TED JAMES, MEMBER
GREAT FALLS
JOHN D. WHEELER, SECRETARY
HELENA

FRED QUINNELL, JR.
STATE HIGHWAY ENGINEER

HIGHWAY COMMISSION

STATE HIGHWAY DEPARTMENT
HELENA, MONTANA

IN REPLY REFER TO:

May 23, 1961

TE:MR

Mr. Thomas B. Castles, Secretary
Superior Retail Merchants Association
Superior, Montana

Re: I 90-1(6)43
Charette Underpass.

Dear Mr. Castles:

You will have received our letter regarding Charette underpass, which letter was dated May 22nd, by now.

In the 5th paragraph of that letter is should read: "We regret we are unable to meet your request but the existing project is under agreement with the Bureau of Public Roads and does not provide for an additional interchange at the Charette underpass." The word "not" was omitted in typing.

Very truly yours,

MR:gh
cc: Ostenson

FRED QUINNELL, JR.
State Highway Engineer

By

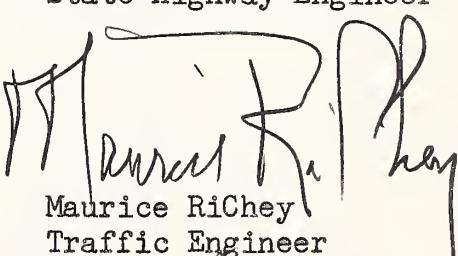
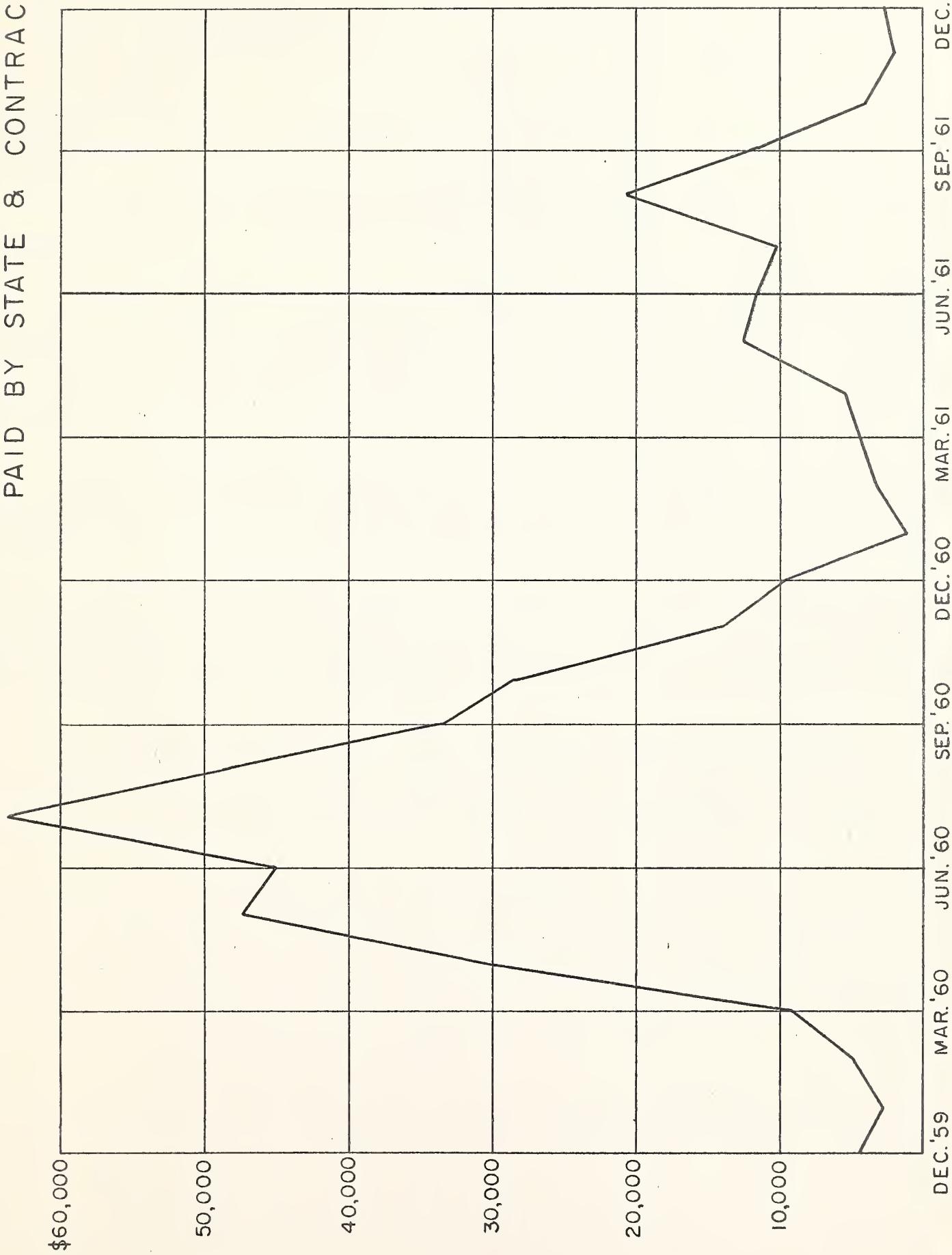

Maurice RiChey
Traffic Engineer

EXHIBIT "E"

WAGES PAID
PAID BY STATE & CONTRACTORS



MONTANA HIGHWAY COMMISSION
RECEIVED

MAR 26 1962

HELENA, MONTANA

Montana State Highway Commission
HELENA, Montana

Re: Interstate Highway - Superior, Montana

Gentlemen:

We, the business people and investors on, and adjacent to, the interchange and access street at Superior, wish to protest the granting of any request which involves the re-routing of thru traffic over the old highway. We especially protest the opening of this old route to the West of Superior - over or under the Milwaukee railroad tracks.

We also want to advise your Commission that the group making the request that traffic be routed over the old highway is not, by any means, representative of all the businesses and residents of this community.

The element of safety should, we feel, be the foremost consideration in this matter - as it has been in the planning and the construction of the entire interstate highway network. It is apparent that this phase is being intentionally overlooked by the group mentioned above - their sole purpose being personal gain.

The new highway thru Superior and the interchange are operating most efficiently - - all reports to the contrary notwithstanding! The access street has proven sufficient in every respect and accommodates all traffic in an orderly manner - even at the height of the summer tourist season.

We are aware that this is a period of adjustment. A situation which has faced innumerable communities throughout the country and is not at all peculiar to Superior. There is, however, a redeeming feature in this community - - many of the business people meeting with you in Helena either own, or have within their immediate family, a location adjacent to the new highway on which they can re-locate and thereby not be subjected to "prohibitive" prices of real estate.

Be assured that this matter of "loss of business, etc." is being over-emphasized and greatly exaggerated. Many who are participating in this request are merely "going along", under pressure, with the idea expressed by a few - "we got what we asked for last year - why not go all the way!".

The investments made by those of us who believe in the controlled access highway far exceed those in the old part of Superior.

COMMISSION
CHIEF ENGR.
TECH. ENGR.
ADMN. ENGR.
MAINTENANCE
BRIDGE
R/W
CONSTRUCTION
PRE CONS.
INTERSTATE
SEC. ROADS
ACCOUNTING
ROAD PLANS
OFFICE ENGR.
PUBLIC INFO.
PERSONNEL

Superior, Montana
March 23, 1962

Montana State Highway Commission -2-

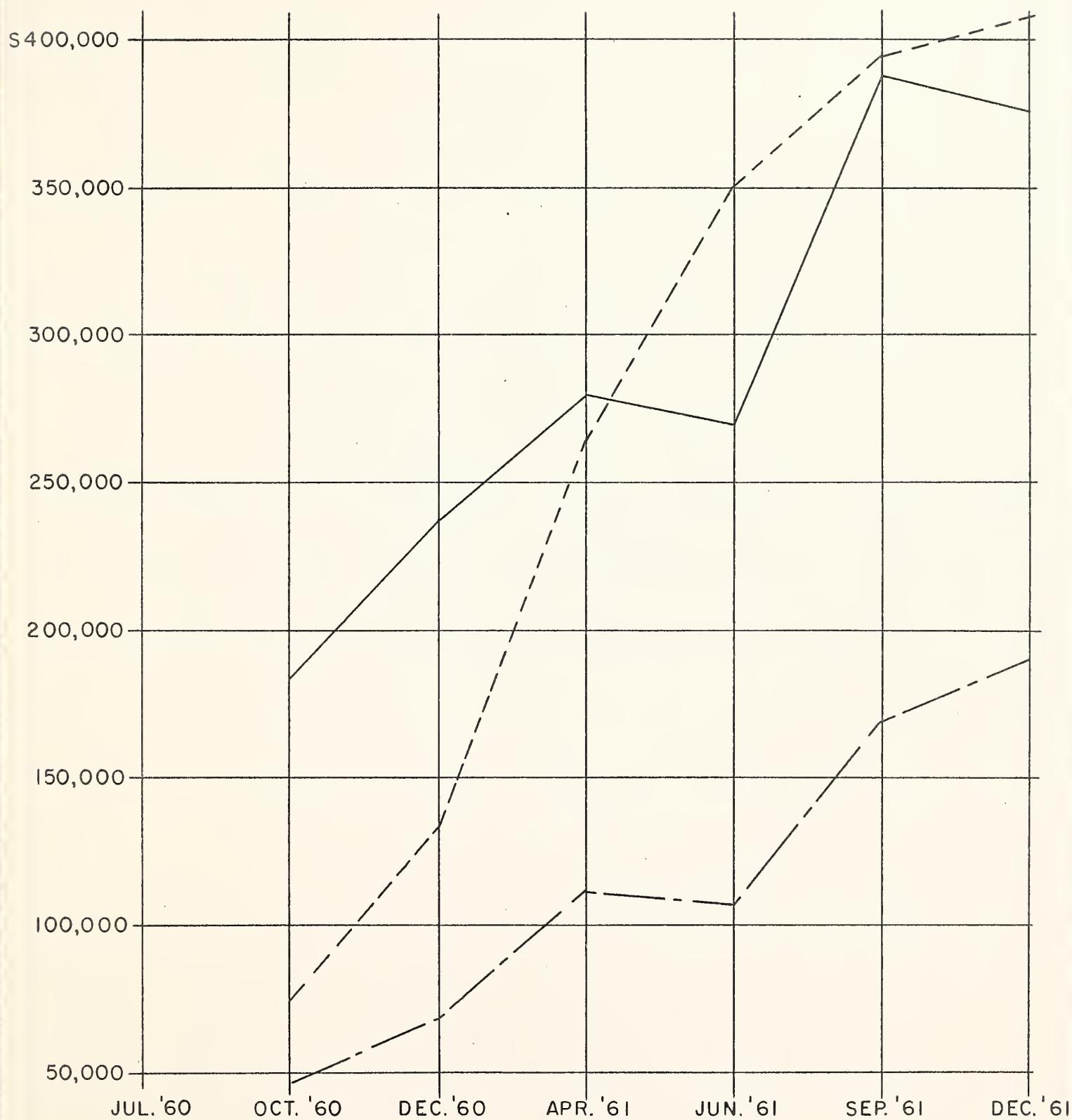
We are sure, however, that this matter will not be decided on the basis of who has the most invested - - but rather on the fact that the opening of the old highway will bring about the hazardous condition which existed in Superior for so many, many years.

Respectfully submitted,

PROGRESSIVE SOUTHSIDE BUSINESS GROUP
Superior, Montana

STATUS OF FIRST STATE BANK OF MINERAL COUNTY
SUPERIOR, MONTANA

Taken from Bank Quarterly Report

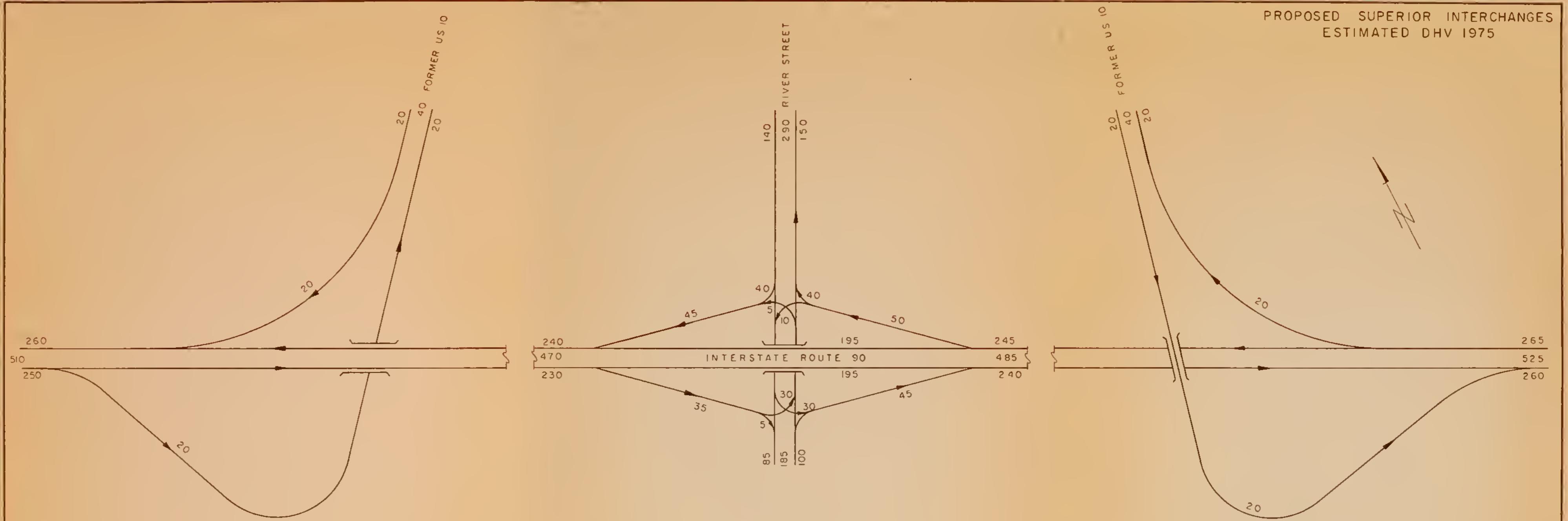


— DEMAND DEPOSITS
- - TIME DEPOSITS
- - - LOANS & DISCOUNTS

MONTANA HIGHWAY COMMISSION
TRAFFIC ENGINEER'S OFFICE
APRIL 6, 1962

EXHIBIT "H"

PROPOSED SUPERIOR INTERCHANGES
ESTIMATED DHV 1975



MONTANA HIGHWAY COMMISSION
TRAFFIC ENGINEERS OFFICE
APRIL 10, 1962

Exhibit "I"

